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U.S. Dept. of Commerce.

New Department of Commerce Building

Washington

1929

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New Department of commerce building; laying of the corner stone, June 10, 1929. Washington, U. S. Govt. print. off., 1929.
1 p. l., 20 p. 1 illus., pl. 24½cm.
Seal of Department of commerce, United States of America, on t.-p.

1. Washington, D. C. Dept. of commerce building. 2. U. S. Dept. of commerce. I. Title.

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NEW
DEPARTMENT OF COMMERCE
BUILDING

LAYING OF THE CORNER STONE

JUNE 10, 1929

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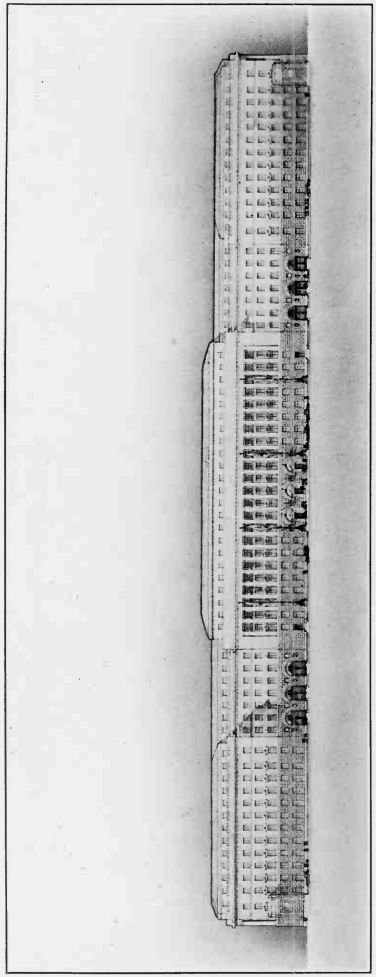
Box 271

NEW
DEPARTMENT OF COMMERCE
BUILDING

LAYING OF THE
CORNER STONE

JUNE 10, 1929

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1929



New Department of Commerce Building

Associated Press photograph

LAYING OF THE CORNER STONE OF THE DEPARTMENT OF COMMERCE BUILDING, JUNE 10, 1929

ORDER OF EXERCISES

MUSIC . . . . . United States Marine Band

INVOCATION . . . . . Rt. Rev. James E. Freeman, D. D., LL. D.
The Bishop of Washington

INTRODUCTORY REMARKS . . . . . Hon. Robert P. Lamont
Secretary of Commerce

ADDRESS . . . . . Hon. Reed Smoot
United States Senator
Chairman Public Buildings Commission

ADDRESS . . . . . Hon. Richard N. Elliott
Chairman Public Buildings and Grounds Committee
House of Representatives

ADDRESS . . . . . Hon. George B. Cortelyou
Former Secretary of Commerce and Labor

MUSIC . . . . . United States Marine Band

ADDRESS . . . . . The President of the United States

PLACING OF THE STONE BY THE PRESIDENT OF THE UNITED STATES [1]

BENEDICTION . . . . . Rt. Rev. John M. McNamara, D. D.
The Auxiliary Bishop of Baltimore

THE NATIONAL ANTHEM . . . . . United States Marine Band

[1] The trowel used in this ceremony was loaned by courtesy of Alexandria-Washington Lodge, No. 22, A. F. and A. M., of Virginia; the gavel was loaned by courtesy of Potomac Lodge, No. 5, F. A. A. M., of Washington, D. C., and were those used by President Washington in laying the corner stone of the United States Capitol on September 18, 1793.

DESCRIPTION OF THE BUILDING

The building is planned to be one of the great office buildings of the world. It will occupy three complete city squares. Its length, 1,050 feet, exceeds that of the United States Capitol by 300 feet, though its breadth, 325 feet, is 25 feet less. It is also longer than the British Houses of Parliament by 110 feet, though not as wide. The land area occupied is about 345,000 square feet, nearly 8 acres. The building will rise seven stories above ground. Construction underground will include a complete basement for general use, with a sub-basement for the heating and power plant.

The setting for the building is one of natural beauty. With its southwest corner at Fifteenth and B Streets NW., it looks southward over the grounds of the Washington Monument and westward over the park lying south of the White House. The view northward will be over E Street and a triangular park toward Pennsylvania Avenue.

The building faces the east, where it will look out upon the central plaza inclosed by the other Government buildings included in the special development of this area. The Commerce Building is placed at the base of the triangle formed by the intersection of Pennsylvania Avenue and B Street, running from Sixth Street to Fifteenth Street. The Commerce plot runs from Fifteenth Street to Fourteenth Street and covers the area from B Street to E Street.

The structure itself will be of monumental type but is characterized by great simplicity of treatment. Almost the only ornamentation is the central group of 24 columns on the east façade, and 4 porticos with 4 columns each on the west. Both north and south ends are relieved by a portico and a group of 14 columns. Triple-arched gateways two stories high give direct access through the building to the interior courts where C Street and D Street originally ran, but above the gates the structural mass is carried solidly, making the edifice outwardly an unbroken unit.

The Commerce Building is, in effect, three complete rectangular buildings in one, the central part being longer than those on either wing. This large rectangle has an interior wing running east and west the full height of the structure, dividing the area into two courts. A single large court is maintained above the first floor in each of the rectangles forming the end structures, a provision of space for expansion in the future.

The net floor area provided within the entire building is 1,092,800 square feet, sufficient to accommodate all the branches of the department except the Bureau of Standards, which is housed in specially constructed buildings in the suburban district of Washington.

Authorization for this building was contained in acts approved May 25, 1926, and March 5, 1928, with a limit of cost of $17,500,000. The building was designed by the firm of York & Sawyer, architects, of New York City. The preliminary drawings were submitted by them on September 15, 1927. The first contract for the excavation was awarded November 9, 1927; the contract for foundation work was awarded October 5, 1928. The call for bids for labor and material on plans and specifications prepared by York & Sawyer was issued on January 23, 1929, and the contract for the superstructure was awarded April 2, 1929. It is expected that the building will be completed in the early spring of 1932. The contract with the architects provides that they will superintend the construction of the building.

Departmental organizations have been grouped within the building with as much attention to efficient arrangement as available space and special individual needs will permit. In the middle group are the general executive and administrative functions, as represented by the office of the Secretary, the Assistant Secretaries, the solicitor, and the chief clerk's forces. On the top floor is specially designed skylighted space for the library. In the basement a large cafeteria, with the necessary kitchens, is provided. A large conference room opposite the main entrance is capable of seating a thousand persons, while smaller conference rooms have also been provided in the same vicinity. Such general services as telephone switchboards, telegraph room, mail room, multigraph and mimeograph room are likewise allocated to this section. In the basement are provisions for the various mechanical shops, garage, and file storage.

The more compact bureaus and services of the department are also assigned to the central part of the building. These include the aeronautics branch, the radio division, and the Bureaus of Foreign and Domestic Commerce, Lighthouses, Mines, Fisheries, Navigation, and Steamboat Inspection.

The south rectangle of the building is assigned to the Coast and Geodetic Survey and the Census Bureau. Basement, first and second floors have been specially designed to meet the needs of the engineers, technicians, and the mechanical plant of the Survey. Upper floors have been designed for the Bureau of the Census, where their statistical services will have ready access to the centrally located bureaus by corridors linking the south and central wings. A mechanical laboratory

for construction of statistical machinery is given the Census Bureau in the basement.

The north rectangle is assigned exclusively to the Patent Office. This structure from top to bottom is built to fit the special needs of this service as developed by a close study of its technical, legal, administrative, and public-serving functions. It has many special features. One of the most attractive to the public will be the grouping of all public-serving units on the ground floor. These units, such as copy sales, cashier, mail, application, assignment, manuscript, and photostat, are also grouped with direct relation to the flow of work between them. The most impressive interior will be the spacious, high-ceilinged public search room, record room, and library, grouped on the first floor at the northwest corner. Executive and judicial activities are grouped on the third floor, with special provision for hearing chambers, anterooms, and executive groups.

The examining corps is assigned to the four upper floors. It is planned to have semiprivate space for each examiner through cubicles of clear glass and steel, with ample space on the open side for a private corridor and his group of patent files. A standard arrangement has been worked out to meet the needs of the normal examining division, consideration being given to factors of convenience, supervision, light, privacy, quietness, and future expansion.

In the basement of the Patent Office rectangle, which is carried throughout the entire building and the courtyard, special steel stacks of two to four stories height are provided to care for the steadily accumulating official records, books, and the salable printed copies of the American patents.

Four banks of elevators serve the Patent Office wing, while the central wing has 10 banks and the south wing 4, each bank consisting of 2 passenger elevators. Many of the banks face each other across corridors, thus centralizing the service. Additional provision is made for freight elevators and special chutes and hoists where needed.

The principle laid down for interior construction is "As few structural partitions as possible. No partitions unless necessary. Where necessary, utilize clear glass and steel." This conserves floor space and light, simplifies supervision, provides flexibility for rearrangements, and reduces cost.

Special attention will also be given later to noise deadening, mechanical conveyors, and other improved equipment.

OFFICIAL DUTIES OF DEPARTMENT

Although the Department of Commerce is, to some extent, an administrative agency, its more important functions are promotive. Through five of its bureaus it administers laws designed to aid marine navigation, but seven other bureaus are engaged almost entirely in activities concerned with the promotion of the Nation's industry and trade.

In its purely administrative capacity the department maintains the coast lights, charts the coastal waters, registers and inspects vessels of the merchant marine and aircraft engaged in commercial occupations, enforces the navigation laws, provides aids to navigation on commercial airways, and inspects radio communication and broadcasting stations. As a service agency it helps industry to simplify processes, to increase output, to eliminate waste in production and distribution, and to reduce unemployment; it carries on investigations and research to facilitate the production, transportation, and sale of the vast quantities of goods produced by the industries; it assists the mining industry to eliminate waste and safeguard lives; it conserves the fisheries; through the grant of patents it encourages invention by protecting inventors in the exclusive right to their discoveries; it supplies trade information to American producers and exporters and aids them in developing markets for their goods abroad; it enumerates the population and compiles statistics showing the condition and progress of the Nation's industries; it assists in the promotion and development of the country's rapidly growing air transportation system. All these activities come within the scope of the organic act of 1903, which created the department and required it to foster, promote, and develop the foreign and domestic commerce, the mining, manufacturing, shipping, and fishery industries, and the transportation facilities of the United States.

ORIGIN OF DEPARTMENT

By an act approved February 14, 1903, Congress established a Department of Commerce and Labor. The act of March 4, 1913, changed the designation of the Department of Commerce and Labor to Department of Commerce and established a Department of Labor. Until the Department of Commerce (and Labor) was organized in 1903, the Treasury Department was the principal agency of the Government through which supervision of the commercial and industrial life of the Nation was administered. The record of events from the close of the Revolution to the Constitutional Convention at Philadelphia in 1787 shows that the desire to foster the commerce and trade of the States was the paramount and controlling argument which made the Union possible.

The documentary history of the Constitution discloses that the designation "Secretary of Commerce and Finance" was considered for the department which was finally called the Department of the Treasury.

Aeronautics branch.—The air commerce act, approved May 20, 1926, provided for the promotion and regulation of civil aeronautics by the Department of Commerce.

Radio division.—The first Federal statute dealing with radio became effective in 1911 and simply required apparatus and operators on ocean steamers. By the passage of the radio act of 1927 the radio service was set up as a separate division.

Bureau of Foreign and Domestic Commerce.—This bureau was created by an act approved August 23, 1912, which consolidated under that name the Bureau of Manufactures and the Bureau of Statistics. The Bureau of Manufactures was established under the organic act of February 14, 1903, whereas the Bureau of Statistics had its inception in an act of Congress approved February 10, 1820. The Bureau of Statistics was established as a separate unit in the Treasury Department by an act approved July 28, 1866, and transferred to the Department of Commerce July 1, 1903.

Bureau of the Census.—The first enumeration of population after the establishment of our present form of government was made under the act of March 1, 1790. The Secretary of State had general supervision, beginning with the census of 1800 and until the Interior Department was established in 1849, where it remained until transferred to the Department of Commerce July 1, 1903.

Bureau of Standards.—By Senate resolution of May 29, 1830, the Secretary of the Treasury was directed to have examination made of the weights and measures in use at the principal customhouse. On July 1, 1901, Congress established the National Bureau of Standards as an independent bureau of the Treasury Department. The bureau was transferred to the Department of Commerce on July 1, 1903.

Bureau of Fisheries.—By a joint resolution approved February 9, 1871, Congress provided for the appointment of a Commissioner of Fish and Fisheries, and the establishment functioned directly under Congress until July 1, 1903, when it became a bureau of the Department of Commerce.

Bureau of Lighthouses.—By an act of August 7, 1789, Congress authorized the maintenance of lighthouses and other aids to navigation. The work was placed under the Treasury Department, where it continued until July 1, 1903, when it was transferred to the Department of Commerce. In 1852 Congress created the Lighthouse Board, which

supervised the service until July 1, 1910, when the Bureau of Lighthouses was established.

Coast and Geodetic Survey.—This bureau was organized by an act of Congress of February 10, 1807. With the exception of two years under the Navy Department the bureau was under the Treasury Department until July 1, 1903, when it was transferred to the Department of Commerce.

Steamboat Inspection Service.—An act of Congress of July 7, 1838, was the first Federal legislation to safeguard the lives of passengers on steam vessels. The Steamboat Inspection Service was established by an act of Congress of August 31, 1852, as a branch of the Treasury Department. It was transferred to the Department of Commerce on July 1, 1903.

Bureau of Navigation.—The third act of the First Congress, passed July 20, 1789, provided for duties on tonnage of vessels. Additional provisions were enacted from time to time until an act of July 5, 1884, which established the bureau. The administration of the laws continued under the Treasury Department until the establishment of the Department of Commerce in 1903.

Patent Office.—The first patent act was approved April 10, 1790, and the Department of State exercised supervision over the service until 1849, when it was transferred to the newly created Department of the Interior. On April 1, 1925, the office was transferred to the Department of Commerce.

Bureau of Mines.—In 1904 Congress provided for testing of coal and lignites, and in 1908 it authorized the United States Geological Survey to investigate mine explosions. The Bureau of Mines was established in the Department of the Interior by an act approved May 16, 1910. On July 1, 1925, it was transferred to the Department of Commerce.

THE CORNER STONE

The corner stone was placed in the northwest corner of the building at Fifteenth and E Streets.

Inscribed on the stone, which is of Stony Creek granite, are the names of Herbert Hoover, President of the United States; A. W. Mellon, Secretary of the Treasury; R. P. Lamont, Secretary of Commerce; James A. Wetmore, Acting Supervising Architect of the Treasury; and York and Sawyer, architects. The date on the stone is 1929.

58716—29——2

CONTENTS

The Bible.
The Constitution of the United States.
United States flag.
Medallion of President Hoover.
Impression of Department of Commerce seal.
Flag of the Secretary of Commerce.
Annual report of the Secretary of Commerce and Labor for the fiscal year 1903.
Annual reports of the Secretary of Commerce for the fiscal years 1921–1928, inclusive.
Booklet descriptive of the organization and activities of the Department of Commerce, as of November 1, 1928.
Letter of Secretary of the Treasury A. W. Mellon of June 7, 1929, inclosing small-size one-dollar silver certificate of series to be issued about July 10, 1929 (No. A00004001 A).
Letter of Postmaster General Walter F. Brown of June 7, 1929, inclosing ten 2-cent postage stamps of the series issued to commemorate the fiftieth anniversary of the production of the first incandescent electric lamp invented by Thomas A. Edison. (A copy of the patent granted Mr. Edison for the lamp is inclosed with Patent Office material.)
Congressional Directory, first session, Seventy-first Congress, May, 1929.
Pamphlets: Reports of President's Conference on Unemployment—1921, 1923, 1924, and 1929; First National Conference on Street and Highway Safety, December 15–16, 1924; and two volumes of Committee Report on "Recent Economic Changes, 1929."
Floor plans, Department of Commerce Building, first, second, and third floors.
Miniature of trowel used by President Washington in laying the corner stone of the Capitol of the United States on September 18, 1793, and used by President Hoover in laying the corner stone of this building.
Copy of Washington Evening Star, June 8, 1929.
Copy of Washington Times, June 8, 1929.
Copy of Washington News, June 8, 1929.
Copy of Washington Post, June 10, 1929.
Copy of Washington Herald, June 10, 1929.
Copy of New York Times, May 15, 1929 (rag-paper edition).
Copy of United States Daily, June 8, 1929.
Copy of addresses delivered at the laying of this corner stone by President Hoover. Secretary Lamont, Senator Smoot, Representative Elliott, and first Secretary of Commerce and Labor Cortelyou.
Copy of program of ceremonies of laying of this corner stone.
The box also contained contributions from bureaus and offices of the Department of Commerce, as follows:

AERONAUTICS BRANCH

Copy of air commerce act of 1926.
Copy of air commerce regulations of June 1, 1928.
Copy of requirements for approved type certificates for airplane structures, airplane engines, and airplane propellers, 1928.
Copy of airport rating regulations, January 1, 1929.
Copy of report of airway marking committee, January 23, 1929.

Copy of annual report of the Director of Aeronautics to the Secretary of Commerce for the fiscal year ended June 30, 1928.
Photographs of typical present-day commercial airplanes.
Airway map of the United States, April 1, 1929.
Typical airway strip maps, April 15, 1929.
Copy of an illustrated account of the first successful flight by man with a motor-driven, heavier-than-air machine made by Wilbur and Orville Wright at Kitty Hawk, N. C., December 17, 1903.

RADIO DIVISION

Copy of radio laws, 1914.
Copy of letter creating radio division under Secretary of Commerce Herbert Hoover.
Copy of radio act of 1927.
Copy of radio act of 1910.

BUREAU OF THE CENSUS

Book, A Century of Population Growth in the United States—1790–1900.
Abstract of the fourteenth census of the United States, 1920.
Photographs of first and fourteenth decennial censuses.
Photographs of fourteenth census report.

BUREAU OF FOREIGN AND DOMESTIC COMMERCE

Organization chart, as of February 1, 1929.
Pamphlet, Practical Aids to the Independent Merchant, January 1, 1929.
Pamphlet, Practical Aids to American Exporters, 1928.
Pamphlet, Practical Aids for Domestic Commerce, 1928.
Statistical Abstract of the United States, 1928.
Commerce Yearbook, 1928 (two volumes).

BUREAU OF STANDARDS

Specially prepared pamphlet on the scope, functions, and activities of the Bureau of Standards.
Miscellaneous publications, papers, and articles.

BUREAU OF FISHERIES

Report of Commissioner of Fisheries, 1872–1873.
Report of Commissioner of Fisheries, 1927, with appendices.
Report of Commissioner of Fisheries, 1928.

BUREAU OF LIGHTHOUSES

Book, Lighthouses and Lightships, by George R. Putnam, Commissioner of Lighthouses.
Descriptive booklet, The United States Lighthouse Service, 1923.
Report of the Commissioner of Lighthouses for the fiscal year 1928.
Book, Radio Fog Signals and Radio Compass, 1924.
Pamphlet, Two Hundredth Anniversary of Boston Light, September 25, 1916.

COAST AND GEODETIC SURVEY

Chart of New York Harbor, 1845.
Modern chart of New York Harbor, 1929.
Photostat of Topographic Sheet No. 1, 1834.
Annual report of the Director of the Coast and Geodetic Survey, fiscal year 1928.
Photograph of Coast and Geodetic Building, 1871–1929.

BUREAU OF NAVIGATION

Report of the Commissioner of Navigation, 1889.
Report of the Commissioner of Navigation, 1928.
Merchant Marine Statistics, 1928.
Navigation Laws, 1927.

STEAMBOAT INSPECTION SERVICE

Proceedings, Board of Supervising Inspectors, 1852.
Annual report of the Supervising Inspector General, 1928.
Copy of pilot's license granted to Samuel Clemens (Mark Twain), April 9, 1859.

PATENT OFFICE

Copies of patents issued:
No. 4, issued to Francis Bailey (the oldest record of the Patent Office), January 29, 1791.
Telephone, Alexander Graham Bell, March 7, 1876.
Telegraph, Samuel B. F. Morse, June 20, 1840.
Cotton gin, Eli Whitney, March 14, 1794.
Sewing machine, Elias Howe, jr., September 10, 1846.
Reaper, Cyrus H. K. McCormick, June 21, 1834.
Boat-raising device, Abraham Lincoln, May 22, 1849.
Incandescent electric lamp, Thomas A. Edison, January 27, 1880.
No. 1,000,000, vehicle tire, Francis H. Holton, August 8, 1911.
No. 1,500,000, submersible vessel, Simon Lake, July 1, 1924.
Annual report of the Commissioner of Patents, fiscal year 1928.
Official Gazette of the Patent Office, issue of June 4, 1929.
Journal of the Patent Office Society, May, 1929.
Pamphlet describing Patent Office organization, history, and procedure, May, 1919.
Copy of radio talk by Commissioner of Patents Thomas E. Robertson, April 13, 1929.

BUREAU OF MINES

First annual report of the Director of the Bureau of Mines, fiscal year 1911.
Annual report of the Director of the Bureau of Mines, fiscal year 1928.
Photographs of mine rescue work.

We hereby certify that the material listed above has been deposited in the copper box to be placed in the corner stone of the building for the United States Department of Commerce.

Committee:

MALCOLM KERLIN,
Administrative Assistant to the Secretary.
E. W. LIBBEY,
Chief Clerk of the Department.
E. E. HUNT,
Assistant to the Secretary.
ERNEST PRIEST.

Attest:

ROBERT P. LAMONT,
Secretary of Commerce.

ADDRESSES

HON. ROBERT PATTERSON LAMONT, SECRETARY OF COMMERCE

We are met here to-day to do more than lay the corner stone of a great building. We must mark the significance of the occasion. We are not only to celebrate the erection in the Capital City of the Nation of a splendid building dedicated to commerce, nor merely to remark its imposing dimensions, its dignity of architectural style, its beauty of line and mass and classic detail; nor are we just to remind ourselves that this building which will rise here will be distinguished even in this day of bigness and in this city of beauty.

Situated as it is and constituting as it does the base of the marvelous triangle of Government buildings soon to be erected, the apex of which points toward the matchless Capitol, this huge structure will house the youngest but one of the governmental departments, a department that did not come into existence till 114 years after the formation of the Government. It is true some of the bureaus which it now administers have existed since early times, independently or under the jurisdiction of one or other of the earlier organized departments. But it is indeed remarkable that a separate department, devoted to the interests of the rapidly growing commerce and industry of the Nation, should not have been established earlier in our history.

Long before the adoption of the Constitution itself numerous intercolonial and State conventions had been held to discuss matters of trade and, in the words of Madison, "to consider how far a uniform system in their commercial regulations may be necessary to their common interest and permanent harmony." And during the period between the close of the Federal convention and the ratification of the Constitution Alexander Hamilton said: "The importance of the Union in a commercial light is one of those points about which there is least room to entertain a difference of opinion, and which has, in fact, commanded the most general assent of men who have any acquaintance with the subject. This applies as well to our intercourse with foreign countries as with each other." After the Constitution had been ratified by 11 States it was almost solely considerations of commercial interest that forced the remaining States to join the Union.

Notwithstanding this early appreciation of the importance of commerce in our national economy, and notwithstanding later messages of Presidents on the subject, much discussion in Congress, resolutions of political parties, petitions from commercial organizations and boards of trade, a whole century went by before crystallization of public opinion took definite form. Then, in December, 1901, Senator Nelson introduced a bill in Congress to establish a Department of Commerce. After the usual vicissitudes, delays, and amendments the bill was finally passed; it was signed by the President February 14, 1903, and a Secretary of Commerce and Labor became the ninth member of the President's cabinet.

The more recent history of this department—the building up of the organization, the creation in 1913 of a separate department having to do particularly with labor, immigration, etc., the creation of the Bureau of Foreign and Domestic Commerce, the rapid development and growth of that bureau from 1921 to 1928—all these things are known to you, and need not be dwelt on here. If they were not known to you they could easily be recalled to memory by the testimony of living witnesses of the highest authority, for it is a particularly happy circumstance that we have three of the seven earlier Secretaries of Commerce here to-day. It must be a great satisfaction to them, as it is to us, to know that they have each had an important part in creating the heart and soul and spirit of the department—that without which this building itself would be useless! I mean, of course, the organization, the men and women who will occupy this building; for these men and women are the Department of Commerce!

It is interesting and significant in this connection to quote a few lines from the address of Secretary Cortelyou on the occasion of the raising of the Nation's flag for the first time over the temporary building that housed the new department. He said: "No other department has a wider field, if the just expectations of the framers of the legislation are realized. None will have closer relations with the people or greater opportunities for effective work. While we can not dedicate a new and imposing structure to the uses of the department we can at least—and I am sure we all do—dedicate ourselves to the work which Chief Executives have recommended and Congress, in its wisdom, has set apart to be done."

After so long a delay in its founding, why has the Department of Commerce so soon attained to such proportions as to be granted these splendid facilities for its work?

The answer is, that the times have recently changed in an astounding manner, and that the United States has changed with them. With breath-taking speed, a revolution in our national economy has taken place, which is here symbolized by the size and importance of this magnificent building.

By how much the times have changed since this department was organized, 26 years ago, a few typical facts bear witness. Our population has increased 50 per cent. Manufactures have increased more than 400 per cent. Electricity, as measured in kilowatt-hours, has increased more than 3,000 per cent; telephones from two and one-half millions to nineteen millions. In 1903 there was 1 automobile to every 2,500 persons; now there is 1 to every 5. Our commerce is thus conducted on a vastly greater scale. It can no longer go forward in haphazard, guesswork fashion. To survive, business must be on an economically sound basis; it must proceed on knowledge of exact facts.

The situation of the United States, likewise, has changed in another direction. A debtor nation in 1914, our industry was mortgaged to European investors in the sum of about $5,000,000,000. But to-day we are probably the foremost creditor nation of the world—if we include war-debt operations—its various regions indebted to us in public and private loans to the total of nearly $20,000,000,000. From the subordinate position of a dependent debtor we have leaped in a decade to preeminence as an independent industrial and commercial nation. This startling change has radically altered the relative importance of industry and commerce in our national life. Always strong partners of agriculture in the production of our national wealth, industry and commerce have shot forward recently to a truly imposing position in our economic scheme.

This changed situation is not regarded by our business men with thoughtless pride. We are not needlessly boastful at the conquest of new markets abroad. Rather our mood is one of sober responsibility; we feel that we are not merely possessed of an opportunity, but are charged with a duty so wisely to administer this trusteeship of wealth that we shall further enrich not ourselves alone, but every race and country that is reached by the fertilizing and vivifying influence of our trade.

This building, then, is to be the new temple of a great American faith, the faith that as a business nation we hold in trust a high duty to serve the world as well as to get gain.

This building, furthermore, is to be a temple of truth, dedicated to enlarging the science as well as the practice of business.

Here is to be housed one of the great fact-finding institutions of the country. Here for the first time all the various bureaus and divisions of the department, with one exception, will be under one roof. Into this building will continue to pour facts and figures from every State and every foreign country to be analyzed, classified, combined, and compared—in short, made useful. Sources and markets for raw material are here to be investigated and reported and new outlets found for manufactured goods.

Here will be housed an institution unique in the world, created and organized to help commerce and industry. From the beginning of history there has been close contact between business and government—but always for purposes of taxation and regulation. Here, however, is a department of the Government created to "foster, promote, and develop business."

Each bureau—Census, Survey, Fisheries, Lighthouses, Navigation, Standards, Steamboat Inspection, Foreign and Domestic Commerce, Aeronautics, Radio, Patents, Mines—will here contribute in its own way and in its particular field to advance American business.

As a people we have reached a higher average level of living comfort than has ever before been attained in the history of the world. There is no reason why this level can not be maintained and gradually raised.

If through the activities of this organization, working in cooperation with American industry and commerce, continued progress can be made in simplification, standardization, elimination of wastes in manufacturing and selling, then costs and selling prices can be further reduced and markets widened. If our great quantity-production industries, which have been keyed up to vast outputs to supply the first-hand home markets, can find constantly expanding foreign outlets to take care of surpluses as home markets gradually shift to requisites for replacement, then present employment schedules and wages can be maintained. Then at last that magic combination, discovered within the last decade, of high wages, low costs, and fair profits, can go on because we are only 6 per cent of the population of the world, because we occupy only 5 per cent of its habitable area, and because slowly but surely the living standards of other peoples will tend to rise to the level of our own, thereby steadily enlarging the markets for our products for generations to come.

Here, at length, we arrive at the true significance of this building. Its erection is momentous in its meaning because it is erected to serve the people. No activity of government is worth while, no discovery of science is of value, no advance in method of industry or transportation or commerce is of any real advantage unless it ends in useful service to everyday men and women and children. We foster commerce that out people shall have a fuller opportunity, more comfortable homes, better education and more leisure. It is to serve these ends that this building is being erected. It is to make these aspirations come to full fruit that the thousands of men and women who will labor here shall daily enter its doors. Congress, which has appropriated the funds for its construction, and the American people, who provided those funds, here to-day dedicate to that service this great building.

HON. REED SMOOT, UNITED STATES SENATOR, CHAIRMAN OF THE PUBLIC BUILDINGS COMMISSION

This is an occasion memorable in many ways. It affords keen gratification to the Government, particularly to the Committee on Public Buildings and Grounds. It is a source of civic pride to the National Capital. It means much, I believe, for the future of American business, and it brings a special joy—very deep and poignant, I am sure—to those who are concerned in the work of the Department of Commerce, for it represents the approaching realization of their hopes. It means an end of the physical dispersion of their activities in the city of Washington; it holds out the promise of concentrated effort and the opportunity of greatly heightened usefulness.

In the magnificent structure that is soon to rise upon this spot we shall see embodied those principles of unity, of harmony, of service, which stand as the ideals toward which. I feel, the department has steadily and earnestly aspired.

The department has a vital, significant relationship to American business and American productive activity of many sorts. It has shown on many occasions its eagerness to cooperate. It strives to understand the basic problems. Mutual helpfulness is its constant aim.

In such a policy, I believe, the department is adhering to the conceptions of our great President, who has stood steadfastly for the principle that the truest efficiency is to be obtained through the linking of private initiative with cooperative governmental effort.

To Herbert Hoover the Department of Commerce owes an incalculable debt of gratitude—for his organizing genius; his masterly administrative skill; his creative imagination and amazing energy; his crystal-clear comprehension of the department's needs and possibilities, in relation to our national life. The Department of Commerce as it stands to-day is in the fullest sense a monument to him—and, in its newer incarnation on this spot, it will continue to be so, increasingly.

Commerce is assuredly one of the mightiest of all the civilizing, humanzing agencies. Its rewards provde extraordinary incentives for labor and for the application of mental energy. Repeatedly throughout the course of history it has brought about the broadening of frontiers, the penetration of new regions. Its developing demands have led man to utilize more fully, and to disseminate among his fellows, the resources of the earth. Commerce provides for every one of us indispensable comforts, enhances every phase of material well-being, and enriches immeasurably all our common life.

And, too, upon an even higher plane, commerce serves as an activating stimulus to friendly relations among peoples. Commerce to-day implies swift interchange, and not of goods alone but of methods and ideas as well. A lessening of friction, racial and international, can and should be one of the greatest benefits of trade. One of the founders of our Republic wisely linked together in a phrase the words "Peace, commerce, honest friendship."

I feel very deeply that modern business is moving definitely away from an exclusive preoccupation with selfish profit. Profit, to be sure, is utterly essential if our commercial structure is to remain sound, and it is profit which supplies the most compelling impetus to enterprise. But we have learned in recent years, I think, how inadvisable it is to direct our entire attention to that phase.

Business has been developing a vastly broader outlook—an acute awareness of the common good, a keen and ardent willingness to serve it. In our commercial community we see on every hand a generous "public-mindedness."

American commerce and industry—in their process of evolution, of rational organization—are evincing a sense of symmetry comparable to that which we shall see in this majestic new building. There is a closer, more careful adjustment of means to end. The expenditure of energy is more judiciously planned. We are moving rapidly away from things shabby and shambling—from all commercial methods that proved awkward and inept. The manifold parts of our economic edifice are being consciously coordinated—interrelated—made more shapely.

Business men are coming to be dominated more and more by conceptions not only of order but of beauty. In the fashioning of merchandise—the articles with which our commerce deals—beauty has become a potent and profitable force. Shop windows gleam with new colors and textures, with bold and fascinating adventures in design. Canons of good taste are altering, for the better, the commodities of trade. We are realizing more than we ever did in the past the imperative need for simplicity, dignity,

fitness, and comeliness in the planning of our cities—the appearance of our homes—in fact, the whole structure and fabric of our environment. This building of which we are laying the corner stone to-day will stand, I believe, as a consummate expression of that admirable impulse.

And we take delight in the knowledge that this building is to be but one of many here in Washington—all as impressive and appropriate as this—all serving as a concrete, tangible embodiment of the greatness of our Nation.

The Department of Commerce, if I rightly understand its spirit, rejoices in its opportunities to share, however modestly, in the progressive commercial tendencies and economic movements to which I have adverted so hastily to-day. The department touches contemporary life at many points. It promotes American trade in countless foreign markets and endeavors to heighten its efficiency at home. It provides help for merchant shipping and strives to insure the safety of passengers and crews. It endeavors to further the advance of aviation. It fosters the fisheries. It is concerned with the problems of safety in our mines and the protection and stimulation of the mineral industries.

In innumerable ways the department aids American industry through scientific investigation, patient and exhaustive research, and the consequent establishment of standards. It works for improvement in building and housing. It affords incentive and security for inventive genius through the operation of the patent system. It gathers all manner of statistics calculated to serve as guideposts for assured advancement in our national economy.

As we lay to-day the corner stone of this building, which we know will be truly splendid, let us hope that in a measure we are helping to lay also a foundation for the progressive betterment of economic life in this country. To that ideal we shall dedicate this structure. But I feel that we must go further than the dedication of any edifice of stone and steel, however majestic and pleasing that may be. We must dedicate ourselves to service, the service of America—an America mighty in material achievement, pulsating with power, noble in impulse, lofty in aspiration, swift in movement, and beautiful in aspect—adding to the sum of human happiness, courage, and dynamic faith.

In such manner may our Nation contribute toward the attainment of that indefinable but shining goal which Tennyson envisaged many years ago as "the one far-off divine event to which the whole creation moves."

HON. RICHARD N. ELLIOTT, CHAIRMAN OF THE COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS, HOUSE OF REPRESENTATIVES

A little more than three years ago—to be exact, on the 25th day of May, 1926—President Calvin Coolidge signed the Elliott-Fernald Public Building Act, which authorized a building program in the District of Columbia calling for an expenditure of $50,000,000 and for other buildings in other parts of the Nation one hundred and fifteen millions. This law has been amended and supplemented by other acts of Congress, until the total amount authorized for the National Capital amounts to $115,000,000 and for the Nation at large about two hundred and forty-eight millions, a total of $363,000,000, and will provide much-needed public buildings in all parts of the Nation. It will be expended at the rate of $35,000,000 annually. It is probably the most stupendous building program ever adopted by this or any other Government. It is unique in this, that it is the first time in history that our Government ever adopted a definite and businesslike program for the handling of the construction of its great public buildings.

To-day is a red-letter day in Washington. We are laying the corner stone of the world's greatest office building, which is to house the thousands of employees of the great Department of Commerce, one of the newest and yet one of the greatest executive departments of our Government. Under the guidance of that master genius, President Hoover, who was for many years head of the department, its importance grew by leaps and bounds until its activities reach into all parts of the world, aiding our citizens to carry on their commercial operations, great and small, with every civilized nation. His great work in this department caused the people of the United States to elect him President, and it must be a great pleasure to him to lay the corner stone of this great building which is a monument to his public service.

This building is of course the largest and most important of the hundreds of buildings contemplated in the act of May 25th, 1926, and the acts amendatory thereof and supplementary thereto, but many other great buildings will be erected here, as well as in New York, Chicago, Boston, Baltimore, Cleveland, St. Louis, and many other cities throughout the country. They will be much appreciated by the people of the country generally. I sometimes believe, however, that the smaller Federal buildings in the county-seat towns, far removed from the National Capital, are much more appreciated by the citizens of those places and create greater respect and reverence for our Government than do the buildings in the larger places. I hope the time will come at no distant day when the Government will be able to provide public buildings in all of the towns and cities of the country where the revenues of the post office are sufficient to warrant it.

The responsibility for carrying out this great building program is placed by law on the Secretary of the Treasury, and so far as post-office buildings are concerned, the responsibility is divided between him and the Postmaster General. Secretary Mellon and Postmaster General Harry S. New, ably assisted by Hon. James A. Wetmore, the Acting Supervising Architect, and other assistants in the Treasury and Postoffice Departments, have labored long and diligently to carry out the mandate of Congress and are entitled to great praise for the splendid work they have done in carrying out this building program.

A nation is judged by the character and education of its people, its public buildings, its homes, its literature and art, as well as by its natural resources. When the great buildings authorized in this program are all completed they will add much to the beauty and stateliness of the National Capital and other cities, and to the efficiency of our Government and to the health and comfort of the Federal employees, and will increase the respect of our people for the Government and elevate our Nation in the eyes of the world. It is a well-known fact that in these days when we are spending millions of dollars in research work, excavating the ruins of ancient cities, one of the things our students are most vitally interested in is the kind and character of the buildings they had in those days, and from these we judge the civilization and culture of ancient times.

Another thing that must not be overlooked is the importance of this building program from the standpoint of business and labor conditions of the country, for, after all, the buildings are the products of labor, and the expenditure of $35,000,000 annually in this country will be felt in every avenue of business engaged in structural work. It will distribute millions of dollars each year to labor in all parts of the country.

As the author of the law under which this great program is authorized, I can look backward to-day over the past four years with a great deal of pride and satisfaction. When I assumed the position of chairman of the Committee on Public Buildings and Grounds of the House of Representatives I was met with a calendar containing more

than 900 public building bills, asking for buildings in almost every city and hamlet in the country, and calling for an expenditure of more than $300,000,000. No bills of this character had been authorized since the passage of the act of March 4, 1913. President Calvin Coolidge was asking Congress to adopt the $50,000,000 program for public buildings in the National Capital, and the situation was not a happy or pleasant one for me to contemplate. I knew the old pork-barrel method of handling public-building legislation had fallen into disrepute and that a new method would have to be devised to handle this work. After careful study of the situation and consultation with many Members of the House and Senate I conceived the plan we have adopted and succeeded in getting the approval of the same by President Coolidge and Secretary Mellon. After a red-hot fight in the Committee on Public Buildings and Grounds of the House I finally succeeded in getting the bill reported to the House, with some amendments, and after another hard fight in the House it went to the Seante, where it was viewed with alarm by some and comtempt by others and allowed to die at the end of the Sixty-eighth Congress.

I reintroduced the bill at the beginning of the Sixty-ninth Congress, and it was passed promptly by the House of Representatives by a vote of about three-fourths of the membership of that body. It went again to the Senate, where I succeeded in getting the late Senator Bert M. Fernald, of Maine, chairman of the Senate Committee on Public Buildings and Grounds, to take an interest in it, and he succeeded after a very hard fight in getting the Senate to pass the bill, which it did with some misgivings.

The law has worked well under the wise management of the Secretary of the Treasury and the Postmaster General, and funds have been allocated to the various States, and buildings have been authorized in places where they were most needed throughout the country without regard to sectional or political affiliation. The Sixty-ninth and Seventieth Congresses will go down in history as having done more to provide sufficient and adequate public buildings to house the employees of our Government and promote the efficiency of the public service than all of the other Congresses combined. The individual members of the Committees on Public Buildings and Grounds of the House and Senate are also entitled to recognition here to-day.

I can not close this brief address on this auspicious occasion without paying a tribute to the memory of my good friend and associate, the late Senator Bert M. Fernald, whose labor and sacrifices on the floor of the Senate in the passage of this public-building program entitles him to our praise and recognition. It was no easy task to pilot this great bill safely through the Senate against strong opposition. Senator Fernald was a sick man, and many times he was fighting with his back to the wall; but he brought the bill through and made it possible for us to lay the corner stone of this great structure to-day. Much important legislation relating to the development of Washington, however, has been passed by Congress since the death of Senator Fernald, all of which passed the Senate under the able leadership of Senator Henry W. Keyes, of New Hampshire, his successor as chairman of the Committee on Public Buildings and Grounds of the Senate. He is also entitled to recognition for the part he has performed in making Washington the greatest capital in the world.

HON. GEORGE B. CORTELYOU, FORMER SECRETARY OF COMMERCE AND LABOR

This impressive scene inevitably recalls to me an earlier scene, 26 years ago, when, on July 1, 1903, there assembled in my office in the Willard Building, 513 Fourteenth Street NW., a few Government officials and others to witness the formal transfer of a

number of bureaus and offices to the new Department of Commerce and Labor, marking the beginning of that department as a full-fledged executive branch of the Government; later to become the Department of Commerce, with labor constituting a separate department.

The exercises on that occasion were simple and brief. From the short address that I made I quote the following sentence:

"While we can not dedicate a new and imposing structure to the uses of this department, we can at least, and I am sure we all do, dedicate ourselves to the work which Chief Executives have recommended and Congress in its wisdom has set apart to be done."

Now—more than a quarter of a century later—the lack of a "new and imposing structure," to which I referred, is about to be remedied. However long postponed, we are happy that the time has come when the department is to have a home adequate to its needs.

But however and wherever housed, there has never been any lack of the spirit of dedication to its work on the part of its personnel, from the highest to the lowest. That spirit has carried it to the front rank of the executive departments of the Government and has made it of invaluable service to the people.

In my successors the department has had a long line of distinguished Secretaries. It enjoys the rare distinction of having given to the country a President. It was Mr. Hoover's record as Secretary of Commerce that confirmed the people in the belief they had long entertained in his fitness to assume the great responsibilities of the Presidency—a belief amply justified by the event. The department, as well as the country, is fortunate in having as Chief Executive one who so thoroughly understands its needs and its problems.

Mr. Secretary Lamont, I appreciate deeply the privilege of being here to-day. As the first Secretary of the department over which you preside I have followed its fortunes with the keenest interest. No one is happier than I that these have been so auspicious. With the completion of the great building that is to rise upon this site, a new era in the history of the Department of Commerce will begin. Those of us who were connected with it in the days of its organization and early development congratulate you on the opportunity for public service that lies before you, and wish you Godspeed.

HON. HERBERT HOOVER, PRESIDENT OF THE UNITED STATES

On an occasion which so peculiarly marks the progress of this great national institution it is a particular pleasure to welcome those men who, as former Secretaries of Commerce, have contributed to its upbuilding. And I may perhaps be pardoned for an especial pride on this occasion, having served for seven years in the department and having had some part in the design and initiation of this building. Those who have presided over this department truly appreciate the significance and the inspiration of this occasion. It marks the emergence of the Department of Commerce into full maturity and service.

Setting the corner stone of any great public building in the city of Washington is also a milestone of progress, not only of the Capital but of the Nation as a whole. This building will be not only the largest single public structure in the city, but in its actual floor space it is said to be the largest office building in the world. It represents the most important structure in the new program for better accommodation of our Government and the beautification of our National Capital.

We use to-day the trowel with which President Washington laid the corner stone of the Capitol, 136 years ago. Its use can not but recall the growth of this city and of

our country which that period so uniquely represents. When President Washington laid that corner stone this particular spot was but a swamp traversed by little more than a cow path which led from the beginnings of the Capitol to the beginnings of the White House. Even when, seven years later, the administrative bureaus of the Government were moved from New York and Philadelphia and set up in Washington, they consisted in entire personnel, of officials and clerical force, of less than 150 persons. Since that time the administrative functions of the Government have been expanded year by year until they now require twenty times as many officials for each million of people as were required then. While there may be complaints over the expansion in other directions, this department can not be a subject of them, for it is devoted solely to aid and foster the development of higher standards of living and comfort of our people.

The beginnings of the idea to create a Department of Commerce are perhaps obscure. There was no provision in the Constitution for any Cabinet officer, department, or bureau. A nation struggling for liberty and freedom naturally gave more thought to provision for fundamental freedom by formulation of law for its protection than to the administration of those laws, but necessarily administration quickly followed.

In advising upon the divisions into which administrative work should be assigned, it is said that Alexander Hamilton proposed the creation of six departments—State, Treasury, War, Justice, Post Office, and Trade. But out of economy the last-named department was not created. It was not until 114 years later that the functions which he then described emerged as the Department of Commerce.

As Secretary of the Treasury, however, Hamilton's vision well comprehended the necessities of Federal Government activity in support of commerce and industry. Of the bureaus which are now included in the Department of Commerce, those of Patents, Census, Lighthouses, and Navigation were established by him in the Treasury. During the hundred years before the founding of the department other bureaus were created and finally brought together into a homogeneous organization with full Cabinet representation under President Roosevelt, and with Mr. Cortelyou as its first Secretary. The 26 years since its foundation have shown an extraordinary expansion and change, until the department has evolved into its present impressive size and helpfulness.

And its ideals are clear, that by cooperation and not by compulsion, it should seek to assist in maintaining and giving the impulse of progress to commerce and industry in a nation whose successful economic life underlies advancement in every other field.

ORGANIZATION OF DEPARTMENT

[June 10, 1929]

Secretary of Commerce	Robert P. Lamont.
Assistant Secretary of Commerce	Julius Klein.
Assistant Secretary for Aeronautics	William P. MacCracken, Jr.
Solicitor	Ephraim F. Morgan.
Administrative Assistant to the Secretary	Malcolm Kerlin.
Chief Clerk	Edward W. Libbey.

Director, Aeronautics Branch	Clarence M. Young.
Chief, Radio Division	William D. Terrell.
Acting Director, Bureau of Foreign and Domestic Commerce	Oliver P. Hopkins.
Director, Bureau of the Census	William M. Steuart.
Director, Bureau of Standards	George K. Burgess.
Commissioner of Fisheries	Henry O'Malley.
Commissioner of Lighthouses	George R. Putnam.
Director, Coast and Geodetic Survey	Raymond S. Patton.
Supervising Inspector General, Steamboat Inspection Service	Dickerson N. Hoover.
Commissioner of Navigation	Arthur J. Tyrer.
Commissioner of Patents	Thomas E. Robertson
Director, Bureau of Mines	Scott Turner.

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TITLE